



Volume 19—No. 10

October, 1968

## 34TH ANNUAL CONVENTION OF INAC HELD IN SUN VALLEY

The International Northwest Aviation Council's 34th annual convention was held at Sun Valley, Idaho, September 26, 27 and 28th with a full and interesting agenda of meetings, panels and entertainment.

### THURSDAY

Registration — Board of Directors Meeting and informal get-together.

### FRIDAY

Official opening with Don A. Duvall, President, presiding. The Honorable Don Samuelson, Governor of Idaho presented the Welcome Address followed by the Business Meeting.

Luncheon—INAC Director, Idaho, S. M. Barton presided and H. E. Bovay, President of Bovay Engineers was the featured speaker.

### P.M. — Business Meeting.

Panel Discussion — "What's New in Aviation", Robert S. Michael, Airport Director of Milwaukee County Airport, Milwaukee, Wisconsin presided. (Michael was Airport Manager at Logan Field, Billings from December 1964 to March 1968.) Participating on the Panel were: Charles W. Drew, Seattle, Washington; a Representative of Peat, Marwick, Livingston Associates; Joseph W. Jewel, Jr., NASA, Langley Research Center; Ed Lungen, Air West, Inc.; Paul McGeorge, Wilcox Electric Company.

The evening reception and barbecue was held at the Trail Creek Lodge, followed by dancing.

### SATURDAY

Aviation Research & Development with Harold T. Jones, Airport Commission, Boise, Idaho presiding. Charles W. Harper, Deputy Administration Advanced R&D, Aeronautics, NASA, was the featured speaker.

Panel Discussion — "Air Tourism" — Bert Zimerly, past INAC president, presiding. Participants were: Paul Reeder, United Air Lines, Boise, Idaho; Representative of Standard Airways, Inc., Representative of Ward Air, Inc.

Luncheon with Dennis Heffring, INAC Board of Directors, presiding. S. M. Hodgson, Commissioner of Northwest Territories, Canada was featured speaker.

The balance of the afternoon was given over to golf, trap shooting, skating, swimming, horseback riding and just plain relaxing.

### Reception and Banquet

Don A. Duvall, President presided. The Honorable Alan S. Boyd, Secretary of the Department of Transportation was the featured speaker. The presentation of the Amelia Earhart Award was made to Gene Nora Jessen of Boise, Idaho. Lucile M. Wright of Jamestown, New York who provided the award, made the presentation.

New Officers for the coming year: President, G. A. "Sam" Steele, Edmonton, Alberta, Canada. C. E. "Sandy" McPherson, Helena, Montana, U.S. Vice-President. Dennis Heffring, Alberta, Canadian Vice-President.

## WESTERN'S JET AGE 737 IS HERE

The first inaugural flight of Western Airline's 737 twinjet into Montana arrived at West Yellowstone on August 22nd. It was greeted by an enthusiastic crowd headed by West Yellowstone's Mayor Billie Smith.

The 737's inaugural flight into Great Falls, Helena and Butte was made on September 7th. At the present time Butte and Great Falls receive six daily flights by the 737 and Helena receives four.

Billings will receive 737 jet service commencing on October 14th.

The new twinjet carries 107 passengers, however, the passenger load at Butte and Helena will be restricted until runway extensions are completed.

The aircraft is powered by two 14,500 pounds of thrust turbo fan engines. It has a cruising speed of 525 an hour with a maximum speed of 580 miles an hour. Cruising altitude is 25,000 feet.

Photos on page 3

Official Monthly Publication  
of the  
**MONTANA AERONAUTICS  
COMMISSION**  
Box 1698  
Helena, Montana 59601  
Tim Babcock, Governor  
Charles A. Lynch, Director

E. B. (Ted) Cogswell, Chairman  
Clarence R. Anthony, Vice-Chairman  
Robert H. Howe, Secretary  
Carl W. (Bill) Bell, Member  
Gordon R. Hickman, Member  
Walter Hope, Member  
Jack R. Hughes, Member



## CALENDAR

**October 8, 9 & 10, Houston, Texas**  
—National Business Aircraft Association's Annual Convention.

**October 16-17, Great Falls**—Montana Aeronautics Commission's monthly meeting.

**October 18-19, Fort Collins, Colorado; Colorado State University Campus** — National Intercollegiate Flying Association's Winter Meeting.

**October 18, 19 & 20, El Paso, Texas**  
—National Pilots Association 1968 General Membership Meeting and Fall Fiesta Fly-In Weekend. Headquarters at Hilton Inn, El Paso.

**December 3-5, 1968, Oklahoma City, Oklahoma** — FAA's Fourth Annual International Maintenance Symposium. Headquarters Skirvin Hotel.

**December 9-13, Hollywood, Florida**  
— National Aviation Trades Association — National Air Taxi Conference Annual Meeting. Headquarters Diplomat Hotel.

**December 16-18, Columbus, Ohio**  
— Flight Instructor Revalidation Course. Held at the Ohio State University, Department of Aviation. Contact: Short Course Coordinator, Department of Aviation, Ohio State University, Box 3022, Columbus, Ohio 43210.

**December 31, 1968** — Deadline for entries for the Sixth Aviation Mechanic Safety Award.

## FAA ACCEPTING AID REQUESTS FOR AIRPORT DEVELOPMENT

The Federal Aviation Administration has set November 22, 1968, as the deadline for public agencies owning and operating airports to submit requests for Federal assistance under the Fiscal year 1970 Federal-aid Airport Program (FAAP).

Public agencies applying for Federal aid for airport development are urged to submit their requests promptly to the appropriate FAA Area Office where information and assistance regarding the program may also be obtained. FAAP grants are made on a cost-sharing basis with the Federal Government providing generally 50 per cent of the cost of approved projects.

Eligible projects include land acquisition, construction and improvement of runways, taxiways, aprons and lighting. Terminal buildings and hangars are not eligible projects under the Federal Airport Act.

Priority will be given to requests for aid needed to complete urgent work commenced under prior FAAP programs; development needed to complement facilities for all-weather operations; airport development that will assist toward relieving air traffic congestion; reliever airport development; and work most urgently needed toward establishing an adequate national system of airports.

Federal funds are provided to assist cities, counties, states and other public agencies in developing airport facilities that meet the needs of the National Airport Plan (NAP). The Plan is a five-year forecast, updated each year, specifying the general location and type of airport development needed over the five-year period.

The sponsor's operation of its airport in serving the public and the progress made on any outstanding allocation or grant under the FAAP are definite factors in considering the request.

The appropriation for the 1970 FAAP is \$30 million. Effective use of funds require full information from all sponsors on needs, dependence on Federal aid and availability of local funds.

Montana Airports should contact: Victor J. Kiesling, Chief, FAA Airports District Office, City/County Airport, Helena, Montana 59601.

## BOZEMAN RECEIVES JET, ONE-STOP SERVICE TO CHICAGO

Commencing on October 27th, by Northwest Airlines' 727. When Flights No. 71 and No. 72 inaugurate service into Gallatin Field, Bozeman will have one stop service to and from Chicago. The one-stop will be at Billings, Montana.

## LETTER TO AIRMEN:

We are pleased to inform you that radio Direction Finding (DF) equipment has recently been commissioned at the Lewistown FSS.

We know you Guys and Gals never really become lost, but just in case sometime when you are not too sure of your position we believe this equipment can help you.

No special equipment is needed in your aircraft, just your radio transmitter and receiver, and it works on all the usual FSS frequencies (121.5, 122.1, 122.6, and 123.6). When you call us and ask for DF assistance, the DF equipment immediately tells us your exact direction from the airport and a skilled DF operator will then take it from there. He can determine your position and can guide you to the airport if necessary.

Its reception range is about the same as other VHF radio, the more distant you are from the airport, the more altitude you must have to be heard. In any case, if we can hear you, we can help you.

In order to stay proficient in the use of the equipment, the DF operators are required to practice with it quite frequently. You can help us by requesting simulated problems when time and traffic permit.

Come in sometime and we will be glad to show you the equipment and how it works.

James A. Henderson, Chief  
FAA Flight Service Station  
Lewistown, Montana

## MEDICAL EXAMINER LIST CORRECTION

In the September issue of the Newsletter the list of the Aviation Medical Examiners in Montana should have carried the note of A.T.R. for Dr. Edwin L. Stickney of Miles City. Dr. Stickney is authorized to issue First Class Medical Certificates.



Waiting for the arrival of the 737, center Bob Schottle, Montana Sales Manager for Western Airlines and Mayor Billie Smith, West Yellowstone.



Western's 737 on the ramp at Yellowstone Airport, West Yellowstone.

### MONTANA 99's NAME OFFICERS FOR '68

The Montana Chapter of the Ladies 99's have re-elected Karin Ribi of Hamilton, Chairman; Beverly Ledbetter, Havre, Vice-Chairman; Pat Roemer, Missoula, Secretary and elected Betty Nunn of Billings, Treasurer for the coming year. Appointed were: Kay Widmer, Bozeman, Membership Chairman; Flo Majerus, Lewistown, Air-Ed; and Joan Orley, Lewistown, Newsletter.

The September meeting of the 99's was held in Billings, jointly with the Wyoming Chapter. Installation of Officers was held for Wyoming and the Montana officers for 68/69 were introduced.

### STATISTICS

Will your first accident be your last day alive?

61/37
65/22
78/18
69/18
48/15

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 To-Date	48	15

### MONTANA PILOTS



#### ASSOCIATION

##### EKALAKA — Camp Needmore August 24 & 25

Forty-three pilots and their wives and 12 aircraft arrived. With the addition of the local people, approximately 110 persons enjoyed the buffet style dinner prepared by Mr. and Mrs. Morris Radio, Mr. and Mrs. Red Dupree, Mr. and Mrs. Walter Anderson Sr., and Walter Anderson Jr. Entertainment was provided by a group of ladies "The Variety Swingers" from Billings followed by dancing and door prize awards.

Sunday morning breakfast was served to all flying in and the friends from Ekalaka. The local Jaycees furnished cars to and from the airport and assisted in the clean-up. Tours were made to the museum and the "rims." All enjoyed the facilities and the hospitality and are already looking forward to the 1969 Ekalaka Fly-In.

##### BOULDER — Diamond S. Ranch Fall Fly-In — September 28

The weather changed from very poor to "great" just in time for the Fall Fly-In at the Diamond S. Approximately 55 persons attended, arriving in 9 aircraft and by auto. Billings ranked number 1 in attendance, Helena came in second, Terry Anderson and wife, Beverly from Cut Bank brought Lyle Anderson from Rudyard while Walt Anderson of Ekalaka joined up with the Billings fleet.

The MPA Board was very well represented by March Hopkins, President; Terry Anderson, Vice President; Bitty Herrin, Secretary-Treasurer; and Director Morris Radio. Director James Payne had attended the meeting in Helena held earlier that day but was unable to stay and join the fun at the Ranch.

The swimming, steam baths, hangar flying, delicious buffet dinner, and dancing were enjoyed by all!

### Decommission

The Air Force no longer has a requirement for the ILS compass locator at Malmstrom Air Force Base, Montana. Therefore, on November 14, 1968, this facility will be decommissioned.

E. G. Basel, Chief  
Standard and Airspace Branch  
Air Traffic Division

## AIRPORT NOTES



By James H. Monger  
Assistant Director, Airports

**Dawson Community Airport** — The Thrif-T Construction Company of Miles City was the low bidder for the construction of a terminal building and maintenance shop for the new airport near Glendive. The total bid for the two units was \$72,720. The terminal building will house the fixed base operator and the airline office. The maintenance building will be a hangar shop unit for the fixed base operator. It is expected that the buildings will be completed by the end of the year, weather permitting.

The runway construction is progressing rapidly on this new airport.

**Missoula** — The electorate in Missoula County will be asked for approval of a \$485,000 airport bond issue on November 5th, Ted Jacobs the new Chairman of the Missoula County Airport Board announced recently. The bond issue would be the local financing used to sponsor a Federal aid project which would extend runway 11/29 out to 9,000 feet, along with other appurtenant airport construction.

**Dillon** — Seal coating has been completed on the paved runway at Beaverhead County Airport at Dillon.

**Bozeman** — Gallatin Field near Bozeman now boasts the longest paved civil runway in Montana. Runway 12/30 was extended to 9,000 feet this summer by Maronick Construction Company. The project has been completed and a more detailed story will follow in a later issue, probably tied to the dedication and inauguration of pure jet service to Bozeman.

**Butte** — Pilots are urged to use caution at the Silver Bow County Airport at Butte as there are still a large number of men and equipment on the field.

Runway 33 is being extended to a total of 8,000 feet. This project should be completed in the near future.

**Philipsburg** — The new general aviation airport for Granite County and the town of Philipsburg is under construction. Contractor Walter Laas

has encountered ground water problems and it is probable that only the drainage ditch system will be completed this fall. This is a local, State and Federal aid project.

**Helena** — The Helena Joint City/County Airport is constructing a stub taxiway near Runway 5 to the vicinity of the T-hangar complex on the west side of the airport. This project is financed solely with local money.

**Yellowstone** — A new parking apron is now in use on the Yellowstone Airport. This 250 foot by 500 foot paved area is used primarily for the multi-engine and executive jet itinerate type aircraft. The new apron extension is south of the terminal building near the airport beacon. The new apron allows the separation of the heavier aircraft from the single engine craft usually parked on the northerly end of the apron.

**Willow Creek** — Runway markers have been placed on the border crossing airstrip at Willow Creek north of Havre. The Willow Creek airstrip is in Saskatchewan and was developed jointly by the Montana, Alberta and Saskatchewan International Flying Farmers and Ranchers Association. A tie down apron will be developed later on the border near the two customs houses. The Willow Creek strip is sod and 2500 feet in length. Commercial traffic is not allowed to clear at this point.

**H-Markers** — The Montana Aeronautics Commission recently approved the installation of nondirectional radio homing beacons (H-Markers) for the new airport at Libby and the Yellowstone Airport at West Yellowstone. Site investigations are now under way at both airports. Once the location is selected and the necessary property acquired or leased, application will be made for a frequency from the FCC and air space approval sought from the FAA. It is planned that the H-marker at Yellowstone will be so located and constructed that it can be an IFR facility to work in conjunction with the VOR programmed for that location by the FAA. Hopefully the FAA will get budget approval for a VOR installation in the near future.

### Information Requested

**Airport Directory** — All Airport Managers, fixed base operators or Airport Board members are urged to assist the Airport Division with our revisions for the 1969 Airport Direc-

tory for Montana. Revisions of each airport layout sheet are now going to the drawing board and any alterations, corrections, additions or suggestions for the 1969 Directory will be welcomed. This information should reach this office within the next month. Help us keep the information current.

## NEWS FROM THE FAA

### NEW LANDING FEE SCHEDULE AT WASHINGTON NATIONAL AIRPORT

Minimum landing charge of \$4.00 for all aircraft using Washington National Airport became effective October 11, 1968.

The new FAA schedule will increase the basic landing fee for general aviation turbojet from 15 to 30 cents per 1,000 pounds of landing weight. The fee for piston engine and turboprop aircraft in the general aviation fleet will be reduced from 15 to 12 cents per 1,000 pounds of landing weight.

Helicopters are not subject to the \$4 minimum charge since they do not use runways. Also, the proposal does not affect Dulles International Airport, also operated by the FAA, where aircraft weighing 3,500 pounds or less, and not engaged in commercial operations may still land without charge.

### CONTROLLERS MAY INITIATE INTERSECTION TAKEOFFS

A new operational procedure that makes takeoffs from airport runway intersections routine, adopted by the Federal Aviation Administration in a move to speed aircraft departures and reduce delays became effective on September 5th, 1968.

Intersection takeoffs have been allowed for many years, but pilots were required to initiate the procedure by requesting permission from the tower. Many pilots were unaware that the procedure was permissible, and consequently airport departure times were sometimes increased for all aircraft at the airport.

Under the new procedure, controllers will have authority to initiate intersection takeoffs. Pilots may still use the full runway length, however, or elect a different intersection for any reason, provided they inform the tower of their intentions. Tower controllers will provide pilots with the measured distance between the intersection and the end of the runway on request.

## KEN ROLLE AIRPORT MANAGER AT JOHNSON-BELL FIELD

The Missoula County Airport Board has appointed Kenneth J. Rolle new airport manager of Johnson-Bell Field. Robert E. Jones, member of the airport board stated that extensive screening of applicants has been accomplished to fill the position left vacant when Ruben Coy resigned due to ill health. He added "Mr. Rolle is very well qualified by education and experience to fill the position."



Ken Rolle is a familiar figure to Montanans and to aviation in our state. He was airport manager at Logan Field, Billings from 1957 until 1964, at which time he became operations supervisor at Orange County Airport, Santa Ana, California. His background includes degrees in Chemical Engineering and Psychology, specialized courses in business administration and seminars on Airport Administration at the University of Oklahoma. He was appointed a professional airport administrator by the American Association of Airport Executives, Washington, D.C. He received his commercial pilots license in 1947 and has owned his own plane since 1957.

Mrs. Ken "Marge" Rolle is also well known in Montana aviation circles having been secretary in the FAA's General Aviation District Office in Billings for a number of years prior to moving to California, an active pilot and a charter member of the Montana 99's.

Via phone, Ken Rolle expressed his sincere pleasure in being back in Montana and is looking forward to assuming his duties at Johnson-Bell Field.

## CONGRATULATIONS



### FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

#### STUDENT

Getts, Leon W.—Fort Benton  
Jones, Wellen A., Jr.—Turner  
Nordeen, James M.—Billings

#### PRIVATE

Preston, Frances B.—Missoula  
Snow, Theodore—Great Falls  
Spiering, Merlin H.—Great Falls  
Glantz, James L.—Missoula  
Gander, Wesley H.—Missoula  
Jourdonnais, Richard A.—Missoula  
Volin, Leonard M.—Columbia Falls  
Mandville, Robert L.—Great Falls  
Cornick, Robert J.—Kalispell  
Duffy, Walter R.—Butte  
Schaffer, Gregory C.—Phoenix, Ariz.  
Dale, Hal J.—Missoula  
Young, Craig C.—Missoula  
Reynolds, Richard A.—Col. Falls  
Guelff, David R.—Missoula  
Campbell, Toy D.—Hot Springs  
Asbridge, Thomas B.—Missoula  
Daniels, Roy S.—Missoula  
Peschel, Herbert C.—Whitefish  
Williams, Harry L.—Kalispell  
Eastman, Charles A.—Polson  
Cox, Ronald L.—Lolo  
Roberts, Barry A.—Hamilton  
Parker, Lloyd E.—Billings  
Schaff, Leo E.—Billings  
Getter, Ralph E.—Cut Bank  
Winfrey, Bruce T.—Tacoma, Wash.  
Scott, Phillip J.—Oswego  
Eide, Michael D.—Glasgow  
Hammerel, Thomas J.—Billings  
Crichton, Douglas E.—Deer Lodge  
Imeson, Sparky J.—Jackson, Wyo.  
Harvey, Donald E.—Lewistown

#### COMMERCIAL

Curry, Robert S. III—Lolo  
McInnis, Ronald R.—Great Falls  
Liudahl, Daniel W.—Columbia Falls  
Merrill, Benjamin L.—Spokane, Wash.  
Wutzke, Ronald A.—Great Falls  
Finstad, Edward L.—East Helena  
Van Campen, Morris R.—Miles City  
Meyer, John P.—Helena  
Combs, Donald W.—Anchorage,  
Alaska

#### INSTRUMENT

Davis, Denzel C.—Great Falls  
Bennell, Raymond H.—Seeley Lake

Maronick, William J.—Great Falls  
Holman, Robert C.—Great Falls  
Liudahl, Daniel W.—Columbia Falls  
Atlas, Courtney B.—Helena  
Richards, William C.—Kalispell

#### MULTI ENGINE

Lemon, James M.—Billings  
Slaughter, Tom V.—Billings  
Figgins, Melvin L.—Bozeman  
Capell, John J.—Billings

#### SEA PLANE

Sanderson, Robert L.—Stevensville  
Grace, Daniel G.—Boulder, Colo.

#### FLIGHT INSTRUCTOR

Schwiebert, David T.—Great Falls  
Smith, Donald S.—Great Falls  
Shatzer, Jerry R.—Gillette, Wyo.  
Davis, Denzel C.—Great Falls

#### FLIGHT INSTRUCTOR INSTRUMENT

Atlas, Courtney B.—Helena  
Shatzer, Jerry R.—Gillette, Wyo.  
Artz, Donald E.—Rosebud  
Davis, Denzel C.—Great Falls

#### FLIGHT INSTRUCTOR ROTOCRAFT-HELICOPTER

Cowan, Ronald G.—Billings

#### ADVANCED GROUND INSTRUCTOR

Kelly, Michel J.—Bozeman  
Bennell, Raymond H.—Seeley Lake

#### INSTRUMENT GROUND INSTRUCTOR

Kelly, Michael J.—Bozeman  
Bennell, Raymond H.—Seeley Lake

#### ROTOCRAFT-HELICOPTER

Greene, Raymond C.—Missoula  
Ukena, William J.—Red Lodge  
Randall, Donald L.—Billings

#### SENIOR PARACHUTE RIGGER

Kittams, Jay A.—Missoula  
Nelson, Jessie J.—Shattuck, Okla.  
Putnam, Stuart E.—Spokane, Wash.

#### SENIOR PARACHUTE RIGGER— Back & Chest Types

Hildner, Richard S.—Missoula  
Woodward, Howard R.—Walhalla,  
N. Dak.

#### MASTER PARACHUTE RIGGER

Janus, Joseph J. Jr.—Somerset,  
Penn.  
Hanson, Lowell A. (Back & Chest)  
Mahnomen, Minn.

# On the Legal Side

Order E-3  
MAC Docket No. 3

**STATE OF MONTANA  
AERONAUTICS COMMISSION  
HELENA, MONTANA  
APPLICATION OF COMBS  
AIRWAYS, INC. TO SERVE  
BILLINGS AND LEWISTOWN,  
MONTANA**

**INITIAL DECISION OF WILLIAM STERNHAGEN, HEARING EXAMINER—Served September 10, 1968.**

(\*) This initial decision is rendered pursuant to the authority delegated to examiners by the Commission. It becomes effective as the final order of the Commission 30 days after service thereof unless a petition for discretionary review is filed within 25 days after service thereof, or the Commission issues an order within said 30-day period to review upon its own initiative. If a petition for discretionary review is timely filed or action to review is taken by the Commission upon its own initiative, the effectiveness of this Initial Decision is stayed until further order of the Commission.

(\*) At the hearing of this matter the applicant and numerous witnesses requested that commencement of immediate service be allowed by the Montana Aeronautics Commission in accordance with the Examiner's recommendation, subject to the Commission's right of discretionary review.

## DOCKET NO. 3

It is found and concluded that a Certificate of Public Convenience and Necessity should be issued to COMBS AIRWAYS, INC., to engage in commercial air transportation within the State of Montana, with respect to persons and property, as follows;

(1) Between the terminal points, Billings, Montana, and Lewistown, Montana.

## APPEARANCES:

B. E. Longo, Attorney at Law, for Combs Airways, Inc., the Applicant.

**INITIAL DECISION OF WILLIAM STERNHAGEN, HEARING EXAMINER**

## FINDINGS OF FACT

The applicant's business experience in air operations is acceptable for the proposed route.

The financial stability of the applicant appears to be sufficient for the

proposal. No evidence to the contrary was entered into the record.

The applicant's insurance coverage is in compliance with Montana law and the rules and regulations of the Commission.

The type aircraft applicant will employ is adequate for the planned operation.

Applicant's proposed routes to be established are feasible and acceptable.

The minimum schedules to be established are desirable providing the applicant completes a minimum of one round trip each way per day between Lewistown and Billings, Montana.

The applicant can economically give adequate service to Lewistown and Billings.

There is a public need for the proposed service.

The air carrier service presently being furnished between Lewistown and Billings is inadequate and the service to be furnished by the applicant will improve this situation.

Other existing transportation available is not adequate to handle the needs and desires of businessmen and the public.

The likelihood of the proposed service being continuous throughout twelve (12) months of the year is clear and the certificate should be contingent upon such continuous service.

The likelihood of the service being permanent was established.

The proposed service will not have an adverse effect on other forms of transportation service which are essential and indispensable to the communities affected or those that might be affected.

These findings and the other factors contained in the record and recited in the "Statement of the Case" show that the public interest requires the authority recommended.

The public convenience and necessity justify the issuance of a certificate of public convenience and necessity to engage in commercial, scheduled air transportation as a common carrier of passengers and freight within the State of Montana between the terminal points, Billings, Montana, and Lewistown, Montana.

## CONCLUSION

Combs Airways, Inc., should be awarded a Certificate of Convenience and Necessity in the form recom-

mended in this initial decision.

An appropriate Order and a Certificate of Public Convenience and Necessity for the applicant are hereto attached.

WILLIAM G. STERNHAGEN  
Hearing Examiner

10 September, 1968  
Attachments

**STATE OF MONTANA  
AERONAUTICS COMMISSION  
HELENA, MONTANA**

(Issued Under Delegate Authority)

**DOCKET NO. 3  
ORDER**

A full public hearing having been held in the above entitled proceeding, and the Examiner, upon consideration of the conclusions, pursuant to authority delegated to hearing examiners by the Commission, which Initial Decision is attached hereto and made a part hereof,

### IT IS ORDERED:

(1) That a Certificate of Public Convenience and Necessity in the form attached hereto be issued to COMBS AIRWAYS, INC.

(2) That such certificate shall be signed on behalf of the Commission by its Director, and shall have affixed thereto the Seal of the Commission.

(3) That said Certificate shall be effective on the effective date of this order.

(4) That, except to the extent granted herein, all applications and requests involved in this proceeding be, and they hereby are denied.

(5) That this Order shall become effective as the final Order of the Commission on the 31st day after the date of service of this Order, and the Initial Decision attached hereto, unless a petition for discretionary review is filed within 25 days after service hereof, in accordance with the rules and regulations of the Commission, or the Commission issues an order to review upon its own initiative. If a petition for discretionary review is timely filed, or if action to review is taken by the Commission upon its own initiative, the effectiveness of this order shall be stayed until further order of the Commission.

WILLIAM G. STERNHAGEN  
Hearing Examiner

At the Montana Aeronautics Commission's September meeting, the Commission approved the applicant's, Combs Airways, Inc., request to commence immediate service in accor-

dance with the examiner's favorable recommendation.

The service to Lewistown will be provided with a six passenger turbo charged Aero Commander, 500-B.

The flight schedule is as follows: Depart Billings — 1:25 p.m. Arrive Lewistown — 2:10, Depart Lewistown — 2:25, Arrive Billings — 3:10.

### SERVICE LIFE BETWEEN TBO EXTENDED FOR MOST CESSNAS

Increases extending the recommended time between powerplant overhaul (TBO) to as much as 2,000 hours were announced by Cessna Aircraft Company. The period between overhauls has been extended by as much as 500 hours on some engines.

The increases apply to most 1968 models as well as virtually all models from prior years.

The 2,000 hour TBO period applies to 1968 and later Models 172/Skyhawk and 177/Cardinal. This is an increase of 500 hours over the previously specified period for these aircraft. TBO on the Model 150 has also been extended by 500 hours to a total of 1,800 hours. The F-150, F-172 and Reims Rocket powerplant produced by Rolls Royce have been extended 500 hours.

Recommended TBO of 1,500 hours now applies to Models 182/Skylane, 210 Centurion, Super Skylane, Super Skymaster, 310 and the Utililene Models 180, 185 Skywagon, Super Skywagon and Agwagon-A. The increase for these models extends the period by 300 hours.

A gain of 200 hours for Cessnas with Turbo-System powerplants is the result of a TBO extension to 1,400 hours for the Turbo-System versions of the Super Skylane, Super Skywagon, Centurion, Super Skymaster and the Models 401/402.

L. C. Gartin, Cessna director of customer services said, "Thousands of hours of operating experience indicate that Cessna powerplants, when operated within prescribed limitations, can be operated for the increased period. The figures are predicated upon compliance with all required protective maintenance, periodic inspections, manufacturers' specifications and that in the opinion of a qualified certificated mechanic, the engine is operating normally at such times."

### CIRCLE AIRPORT DEDICATED



Mayor Elverud officially opens the airport as he "cuts the ribbon." Other dignitaries, lt. to rt. Reverend John Douglas, Sonny Omholt, Edwin Moos, John White and Gus Albert.

The Circle airport was dedicated on September 28. The dedication was held in conjunction with Circle's Town and Country Celebration and a delicious breakfast was served to those flying in, sponsored by the Chamber of Commerce.

Elwood Baird of Circle acted as Master of Ceremonies for the event which was opened by Reverend John Douglas giving the invocation. Mr. E. V. "Sonny" Omholt, State Auditor, representing Governor Tim Babcock and the Montana Aeronautics Commission, gave the Dedication Address. Mayor Edward Elverud outlined the local history of the airport during his presentation. The other featured guests were: Mr. M. O. Lockrem, Chairman of the Airport Commission, Gus Albert of Miles City, contractor for the airport paving project; and John W. White and Edwin Moos, McCone County Commissioners.

The speakers and crowd moved to the runway where Mayor Elverud performed the "ribbon cutting" and officially opened the airport to "the traffic of the world".

The High School bands from Circle and Richey provided fine musical entertainment for the ceremonies which was broadcast on the Baker radio station for those in the surrounding area unable to attend.

Over a dozen aircraft arrived and a great many persons enjoyed looking through the Commission's Queen Air which was opened for public inspection following the ceremonies.



E. V. "Sonny" Omholt presenting the Dedication address.



Elwood Baird, Master of Ceremonies

### 20 YEARS AGO

October 18, 1948—Air Force announces completion of first test flight of its Lockheed C-121 transport.

# LIBRARY

The following are the latest films acquired by the Montana Aeronautics Commission through the courtesy of the National Aeronautics and Space Administration.

**THE DREAM THAT WOULDN'T DOWN**—Black/White, 26 minutes. The dream of Dr. Robert Goddard, the father of rocketry, is explored and examined through reminiscences of Mrs. Goddard. Included is historic footage of Dr. Goddard's early experiments and the personal commentary of Mrs. Goddard.

**THE FIRST SOFT STEP**—Black/White, 28 minutes. A detailed look at the overall mission accomplishments of the Surveyor program to soft-land a picture taking craft on the surface of the moon. The program introduces the viewer to the spacecraft and to top scientists involved in its flight. It concludes with actual photos sent back to earth from Surveyor One.

**FOOD FOR SPACE TRAVELERS**—Black/White, 28 minutes. A report on the progress and problems involved in developing, preparing and eating nutritious and tasteful foods during extended space journeys. Host John Fitch visits a space foods kitchen and samples food prepared for astronauts.

**LANDING ON THE MOON**—Black/White, 28 minutes. The Lunar Module is the topic of this film. The viewer is taken inside the module and is given a simulated ride to the surface of the moon.

**POWER FOR THE MOONSHIP**—Black/White, 28 minutes. The fascinating new world of fuel cells is explored in this film. Viewers are shown working models of the fuel cell for the Apollo spacecraft, and are given a hint of possible future uses here on earth.

**RETURNING FROM THE MOON**—Black/White, 28 minutes. This film explores the problem of getting the Apollo Command Module safely back through the atmosphere to earth. Explores the problems of guidance and heating and the manufacturing process for the ablative heat shield.

**ROOM AT THE TOP**—Black/White, 28 minutes. At the top of the giant Saturn-Apollo is the Command Module, the crew quarters, flight center and command post for the flight to

the moon. This all-important room at the top of Saturn is examined in detail.

**SUITED FOR SPACE**—Black/White, 28 minutes. This is a history of space suits, from Mercury through Apollo to future concepts. Also included is a close-up look at the Portable Life Support System an astronaut will wear on the surface of the moon.

**TICKET THROUGH THE SOUND BARRIER**—Black/White, 28 minutes. The Supersonic Transport development program is explored in this film. The viewer is taken on a personal inspection trip of contending configurations and gets to examine each. Also included is a "ride" in a simulated SST.

**NOTE:** A film brochure describing all available 16 MM films and film strips is available upon request. Send requests to: Montana Aeronautics Commission, P.O. Box 1698, Helena, Montana 59601.

## NEW PUBLICATION "INVITATION TO FLYING"

The editors of Flying Magazine have announced that a new Ziff-Davis publication "Invitation To Flying" will go on sale October 8th. The new book will be issued annually starting with the 1969 edition.

In making the announcement, Robert Parke, Editor and Publisher of Flying Magazine and Invitation to Flying, said, "An important part of Flying Magazine's editorial concept is to broaden the base of private and business aviation by acquainting people with the benefits of becoming a pilot and pointing them on the way to licenses and aircraft ownership. Invitation to Flying is designed to spark the idea of flying in the minds of many more people, give them the impetus to start flight training, and encourage them on to various pilot licenses and ratings."

Invitation to Flying's Cover price will be \$1.25.

## GREAT FALLS TEACHER ATTENDS SEMINAR

Dean Wester, teacher at the Great Falls Public High School, was one of the aviation instructors from 11 states attending the Cessna Aircraft Company sponsored teachers seminar held in Wichita, August 7 through the 9th.

The seminar, the second to be held by the aircraft company, was to ac-

quaint the teachers instructing courses that follow a Cessna-recommended program with the general aviation industry. During the seminar the group had featured briefings by industry authorities, tours of manufacturing facilities and participation in a number of discussion groups.



Teachers attending seminar l. to rt.: Oliver Kaldahl, Burnsville, Minnesota; Dean Wester, Great Falls; C. E. Neal, El Paso, Texas; George R. Crowe, Anchorage, Alaska; William Averman, Millard, Neb.; W. Clinton Poppe, Mankato, Kansas; Philip W. Hirschey, Harmony, Penn.; Miss Carol Bugay, Selma, California; Robert E. McMahon, Clintonville, Wisconsin; Ole Lather, Waverly, S. D.; and William Reynolds, Dupo, Illinois.

## SIXTH AVIATION MECHANIC SAFETY AWARD PROGRAM

The sixth annual FAA Aviation Mechanic Safety Award Program has been launched by the Federal Aviation Administration as part of the continuing government-industry-labor effort to recognize the nation's most outstanding aviation mechanics.

Aviation mechanics who have developed new safety ideas in 1968 may enter nominations, or have entries submitted on their behalf, through December 31. Entry forms are available at all FAA field facilities.

Cash prizes, donated by industry, and handsome plaques and citations will be awarded at the national, regional, and state levels. Mechanics will be competing for the grand prize of \$500 and an all-expense trip for himself and his family to Washington, D.C., for the award ceremonies. Two national grand prize winners will be selected—one from an air carrier and the other from general aviation. In addition, there will be 18 regional and 50 state awards presented to winners throughout the country.

Entries will be judged in three categories. 1. The improvements to airframes, engines, or components which lead to increased reliability. 2. Maintenance or inspection procedures which increase air safety. 3. (Category introduced last year). Applies to the aviation mechanic who has consistently demonstrated an unusually high level of professionalism.

The FAA Aviation Mechanic Safety Award Program was initiated in 1963 to give official recognition to the critical role aviation mechanics play in assuring flight safety. This year's contributing sponsors are the Air Transport Association of America, American Aviation Publications, the National Aviation Trades Association, and the Champion Spark Plug Company. Support from labor is provided by the International Association of Machinists and Aerospace Workers, the Transport Workers Union, and the Aircraft Mechanics Fraternal Association. The program is administered by FAA, with the cooperation of the Flight Safety Foundation.

Inquiries may be addressed to the FAA's Special Projects Division, IS-30, Office of Information Services, 800 Independence Ave. S.W., Washington, D.C. 20590.

## C. COOK APPOINTED PILOT EXAMINER

Craig C. Cook, President and Chief Pilot of Hamilton Aviation in Hamilton, was appointed a FAA Pilot Examiner by General Aviation District Office No. 9 in Helena.



Craig Cook, Pilot Examiner

Craig, a native of New York City, received his BA from the San Diego State College. He served with the U.S. Air Force from 1960 until 1965, flying a variety of aircraft which included the T-34, T-37, T-33 and the KC-97. He took his Primary Training at Spence Air Base in Moultrie, Georgia, Basic Training at Webb AFB, Big Springs, Texas, and was stationed with SAC at Mt. Home AFB in Idaho.

Following his discharge, Craig was employed by Custom Aire Flying Service until 1966 when he formed Hamilton Aviation. He has over 3500 hours and holds a Commercial license, single and multi-engine with Instrument, Advance Ground Instructor, Flight Instructor and Gold Seal. Craig participated on the MAC's Flight Instructor Refresher Courses in 1966 and 1967.

The Cooks reside South of Hamilton and whenever possible wife Nancy, daughter Debbie and Craig enjoy his favorite hobby of going "camping".

Airport Owners and Managers are requested to: Please send corrections and additions for the Airport Directory revision as soon as possible to: Montana Aeronautics Commission, Box 1698, Helena, Montana 59601.

## EUREKA AIRPORT IMPROVEMENTS

Montana Aeronautics Commission  
Helena, Montana

Dear Sir:

Considerable changes have been made recently at the Eureka, Montana airport and I would like to report same.

Through the cooperation of the County, City and the pilots, the runway has been oiled.

The lights, available on request, are now on both sides with green lights on each end.

A new airport manager was appointed. Mr. Joe W. Gibbons. Phone 296-2141 (business) 296-2824 (home).

The gas is still the same. Margaret Tuxill, but that phone number is now 296-2305.

Sincerely,  
L. Margaret Tuxill  
P.O. Box 38  
Rexford, Montana 59930

## FAA TO HOLD 4TH MAINTENANCE SYMPOSIUM

The Federal Aviation Administration's Fourth Annual International Maintenance Symposium will be held December 3-5 at the Skirvin Hotel in Oklahoma City.

This year's theme, "The Man in the Maintenance Reliability System," will reflect the importance of the human factor in the aircraft maintenance system. Papers will be given by speakers from the aircraft manufacturing and airline industries, government, military and aircraft service organizations and private operators of large or complex aircraft.

Formal and informal discussions will be held on programs aimed at achieving positive results in improving utilization and advancing the knowledge and skills of technicians engaged in aircraft maintenance.

The symposium will close at noon on December 5 to accommodate travel requirements.

All segments of the aviation community are invited to participate in the symposium.

Correspondence should be addressed to: FAA Maintenance Division, FS-300, Department of Transportation, 800 Independence Avenue, S.W., Washington, D.C. 20590.

## YOUTH IN AVIATION AWARD WINNER RECEIVES PILOT LICENSE



Brenda Maas

Brenda Maas of Glasgow, the first Montana Youth in Aviation Award winner, recently received her Private Pilot License. Brenda completed 50 hours of flying with 22 hours of solo. Her instructor was John Poling of Wokal Flying Service, Glasgow.

Brenda was awarded the Private Pilot's Training Scholarship in the Spring of 1968 as State Winner in the Montana Youth in Aviation Award Program. The program, open to all Montana high school students enrolled in or have successfully completed a course of aviation science, was sponsored by the Montana Aeronautics Commission and the Department of Public Instruction.

Brenda was the only girl among the 11 finalists of the 100 entrants competing during the 1968 program.

At the present time, Brenda is enrolled as a freshman at the University of Montana where she is majoring in business administration. She plans to continue working towards her commercial license and hopes to enter the aviation field following graduation.

### SAGE SAYINGS

The right angle from which to approach any problem is the try angle.

The man who wins is the man who holds on until he can hold on no longer and then takes a new hold.

The sun appears three times as large on the planet Mercury as on earth.

## COL. SMITH, MALMSTROM, RECEIVES LEGION OF MERIT

Col. Reet P. Smith, Vice Commander of the 28th Air Division, Malmstrom AFB, received one of the nation's highest awards during ceremonies honoring his retirement on September 27th.

While officers and airmen stood at attention in the SAGE building compound, the Legion of Merit was awarded to Colonel Smith by Brig. Gen. Carlos M. Talbott, Vice Commander of 10th Air Force. The Legion of Merit is the nation's second ranking award for achievement preceded only by the Distinguished Service Medal.

Colonel Smith, a veteran of 30 years in the Air Force, spent the majority of his career in the cockpit. Colonel Smith stated "I guess I've flown almost every type of Air Force aircraft, and most of my time during the past 15 years has been in fighter aircraft." Colonel Smith has accumulated almost 8,000 hours flying time.

He played a major role in the development of America's space program. While working on the development of the Matador missile system at what was then Cape Canaveral, Colonel Smith supervised the construction of many of the Atlantic Missile Range's tracking sites. All of the sites are still in use today.

The Smiths will retire in Del Rio, Texas, the site of Laughlin Air Force Base, where Colonel Smith was once stationed.

"We've loved our tour at Malmstrom," Mrs. Smith said. "It's been the most enjoyable tour we've had in 30 years."



AUGUST, 1968

	Total Operations	Instrument Operations
Billings	16,726	1,906
Great Falls	11,565	1,583
Missoula	9,283	464
Helena	4,971	309

NOTE: August was the biggest month in the number of operations in Billings Tower history. July 1968 was the previous high in total operations which was surpassed by 178 operations in August. August 1968 was also the largest month in the Billings Tower's history for instrument operations.

## FAA INSPECTORS' CORNER

By Lauren D. Basham  
GA Operations Inspector  
GADO No. 9

### THE PERIODIC CHECKOUT

No facet of the aviation industry should be neglected in evaluating and implementing the total safety concept. One of the areas having a wealth of accident prevention potential is that of the CHECK OUT. How many times have you, as an instructor, been satisfied with a trip around the field, and endorsed the aircraft checkout as complete. How many times have you, as a pilot, sat in an aircraft and mentally noted all levers and switches, then started up the aircraft and taxied out for the take off on a solo familiarization flight with no formal checkout. Granted — there are certain general aviation aircraft in which there is no other choice for the first flight. However, in a situation of this sort, the pilot should make every effort to obtain the services of a flight instructor who is qualified in the aircraft for a pre-flight briefing of the performance characteristics of the aircraft with a more personal touch. Quite often items of information may be revealed which are conspicuously absent from the aircraft owner's handbook or operating limitations manual. Then, there are the pilots who may have had an acceptable checkout in a given aircraft ONCE UPON A TIME. ONCE UPON A TIME makes an excellent introduction for a fairy tale but allows for very little margin of safety in event of an emergency.

There is an old saying that familiarity breeds contempt — with the wrong attitude — YES — but with the right attitude and an awareness of one's own limitation, familiarity can literally be a life saver when the chips are really down.

Recently a pilot took off from a Montana airport in an aircraft in which he had been checked out more than one year previously and virtually no recent experience, on a cross-country flight, with three passengers. Approximately 30 minutes after take off the engine quit. The pilot was unable to restart the engine by switching the fuel selector to another tank and had a very real forced landing. The landing was accomplished without injury to the aircraft or occupants in less than favorable terrain — but the story does not end there. At this point, it is obvious that

the pilot and his passengers were very lucky. Investigation revealed that the pilot had departed with one fuel tank full and the other containing approximately 30 minutes of fuel and no definite plan to refuel enroute. The aircraft was of a type having a two position electrical switch capable of showing either left or right fuel tank quantity. The aircraft also had a manually positioned fuel tank selector with Right tank, Left tank and Off positions. After a successful landing, the pilot determined that one tank was nearly full and was then able to restart the aircraft. He deplaned his passengers and attempted a solo take off under the most adverse conditions — an accident resulted — again without injury to the pilot but this time substantial damage to the aircraft.

Here is a definite chain of events were indicated. Two items alone were sufficient to cause the accident. First, unfamiliarity with the fuel system — resulting in a forced landing. Second, unfamiliarity with the performance characteristics of the aircraft which resulted in the accident. Notwithstanding other factors obviously present — the accident could have been avoided by a familiarization with these two items alone. Had the pilot been familiar with the fuel system alone, the uncalculated risk that was taken in subjecting four people to the dangers of an emergency off-airport landing could have been avoided. Had the pilot been familiar with the published take off performance for the aircraft, it is very doubtful that he would have attempted the take off under the conditions that existed.

How can we avoid such occurrences as the above? One answer is by accomplishing a thorough checkout initially and if on a given day, we find that our recent experience is non-existent, getting additional dual to maintain our proficiency level to as near certification standard as possible. The maneuvers normally associated with an initial certification are ideally suited to the checkout situation. The pilot must, in all cases, be thoroughly familiar with the aircraft handbook and all systems. He should accomplish at least the short and soft field take off and landing procedure, flight at minimum controllable airspeeds, steep turns — left and right, stalls and stall recoveries and a practical demonstration of at least the

basic emergency procedures applicable to the subject aircraft to allow a calm and practical procedure in event of an actual emergency instead of a panic type operation. Adherence to the above will allow a much longer retention of the required knowledge and proficiency necessary to — **FLY WITH SAFETY.**

### **SAFETY BOARD REPORTS**

#### **INCREASED SAFETY**

The National Transportation Safety Board released preliminary U.S. civil aircraft accident data for 1967 which shows "increased safety of operations" by all U.S. airlines in all types of service, and an "improved" general aviation safety record.

In all operations of U.S. certificated route and supplemental airlines in 1967, the Board found, total aircraft miles flown increased 53.43 per cent over the preceding five-year base, but total accident, fatal accident and fatality rates all declined significantly. The rate of total accidents in every million aircraft miles flown was down 41.4 per cent; the rate of fatal accidents per million miles dropped 22.22 per cent; the fatality rate for each million miles decreased 26.93 per cent.

In general aviation, the 1967 accident rate for each million aircraft miles flown decreased 18.73 per cent for all accidents and 21.8 per cent for fatal accidents. These rates were achieved even though hours flown rose 33.3 per cent and aircraft miles increased 44.72 per cent.

### **FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING**



Airport	Oct.	Nov.
Culbertson	2	13
Glasgow		21
Glendive	16	—
Lewistown	30	—
Miles City		20
Sidney	3	7
Great Falls	24	21
Missoula		—

**NOTE:** Provisions have been made to give private, commercial and flight instructor and instrument written examinations, **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

### **NATA ANNOUNCES NEW AIRPORT LEASE NEGOTIATION GUIDE**

The National Aviation Trades Association has announced the publication of a new edition of the Airport Lease Negotiation Guide For General Aviation Base Operations. The Guide, which is dedicated to the future of air transportation, has been designed to help every community, large or small, to establish the best possible general aviation facilities.

The Guide contains a discussion of general aviation base facilities, as well as a sample lease and bid form. It is the most comprehensive and up-to-date guide available on the subject and should prove to be of great value to general aviation base operators and airport owners.

The Guide is available only through NATA headquarters. The price is \$25.00 for non-members of NATA, \$15.00 for members.

### **FRONTIER APPLIES FOR NEW NON-STOP AUTHORITY**

Application for new non-stop authority between Denver and Casper; between Denver and Billings and between Billings and Great Falls was made to the Civil Aeronautics Board by Frontier Airlines. The Denver-based carrier asked that restrictions presently in the certificate be amended by the CAB to improve its services to the traveling public in a number of markets affected by the application.

The non-stop operations not only would be conducted without subsidy, but would affect reductions in subsidy need in the first year of the new authority. These benefits would result from increased traffic due to improved service and a reduction in operating expenses.

In the proposed non-stop service between Denver-Casper and Denver-Billings, the elapsed time between cities would be reduced by approximately one third the elapsed time of Frontier's existing services. Between Denver and Great Falls, the existing three-stop service would be upgraded to two-stop service with through-plane frequency increased from three to five flights daily.

## NOTAM-YELLOWSTONE AIRPORT CLOSURE

Yellowstone Airport, West Yellowstone, Montana will have no aviation facilities or attendance from October 7, 1968 until May 1969. The airport lights will be off as of October 7, 1968 for the winter. The field is open to wheel traffic as long as weather permits. There will be no snow removal—the terminal building is closed. The airport will be open to ski equipped aircraft all winter at pilots discretion for daylight hours only. Pay telephone is on field near terminal and operational all winter. Wind sock is left up.

All scheduled airlines service discontinued until Spring 1969.

### MEMBER

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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Helena, Montana 59601  
Address Correction Requested

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OCTOBER, 1968